

Liverpool City Region Sustainable Transport Settlement

A Fairer, Stronger, Cleaner City Region Where No One is Left Behind

A Transport Investment Prospectus for the Liverpool City Region

2022/2023 – 2026/2027



Foreword

The most successful city regions have the infrastructure to move people, goods and services quickly, safely and efficiently within and between them. We know that the availability of good transport connectivity remains a barrier to employment and opportunity for too many in the Liverpool City Region (LCR), which limits our ability to maximise productivity and quality of life.

We are committed to levelling up our economy and the fortunes of our communities and we are committed to acting now, by delivering transformative infrastructure improvements in our transport network. Together with complementary investment in education; employment and skills; housing; and access to key services, we will meet our economic, social and environmental challenges head on.

The overarching message underpinning our recovery strategy is one of hope and confidence. As we plan for a people-focused recovery that responds to place-based challenges, our aim is to Build Back Better: to reshape our economy and society so that it is greener, fairer and more inclusive, where no-one is left behind. There can be no return to business as usual, or the old way of doing things. Our transport investment prospectus is a fundamental component of our recovery strategy.

We have a clear five-year transport investment plan supported by a longer-term pipeline that will enable us to advance our vision of a London-style transport system and a positive step change in our residents' lives. This is fundamental to our ability to decarbonise and meet our ambitious City Region 2040 net zero carbon target.

We're ambitious for our residents and we are delivering transformative transport interventions, as evidenced in our ongoing Transforming Cities Fund (TCF) delivery programme.

Through four targeted corridors of transport investment supported by an LCR-wide programme of infrastructure upgrades, we will continue in our delivery of an active travel revolution, transforming people's ability to walk and cycle safely in their local communities and linking to bus and rail services for longer journeys.

As part of our Vision for Bus and a wider programme of Bus Reform, we will revolutionise bus travel across the region: using innovative, clean technologies to deliver an accessible, reliable, high-quality bus network which builds on our TCF investment in hydrogen buses and provides bus priority on key routes.

New rail stations in Knowsley and the city centre will address key gaps in the network and battery technology will enable our new trains to run beyond the end of the Merseyrail network, enhancing our £500m investment and providing better connections beyond the City Region, widening the breadth of opportunities for our residents.

Our City Region Sustainable Transport Settlement (CRSTS) investment will help to transform local and strategic connectivity, making it easier than ever before to travel sustainably, affordably and quickly, improving access to employment and enhancing quality of life.



Steve Rotheram

Steve Rotheram
Metro Mayor of the Liverpool City Region



Katherine Fairclough

Katherine Fairclough
Chief Executive, LCRCA

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Our Commitment

We are committed to building a fairer, stronger, cleaner City Region where no one is left behind.

We recognise the intrinsic relationship between our economic, social and environmental performance and the quality of our transport network and this is explicit in our statutory Local Transport Plan (LTP) and non-statutory Combined Authority Transport Plan. We must deliver a high-quality, fully integrated, inclusive transport network that enables people, goods and services to move quickly, efficiently and sustainably for both intra-city region and inter-city region movements:

- Offering significant journey quality improvements for users;**
- Enabling decarbonisation through behaviour change and cleaner fleets; and**
- Providing equitable access for all.**

Through investment in our transport system we can support Government in realising its ambition to strengthen and level up opportunity, using transport as a key enabler to unlock growth and improve the LCR and national economic performance.





Over the last five years we have successfully delivered a series of major transport investments including the first 113km of our 600km active travel network (£66m), a major upgrade at Newton-Le-Willows Station (£20m), a new rail station at Maghull North (£13.7m), Halton Curve (£15.6m), Access for All station improvements in conjunction with Network Rail (£20m) and new Rolling Stock across the entire Merseyrail network (£500m). Our residents are already realising the benefits of this:

- Over **60 new, high-quality active travel routes**, linking local communities with employment opportunities in line with the Government’s ambitions set out in Gear Change.
- **250 new direct rail services per week** between Liverpool, Chester and North Wales, removing the need for 170,000 car journeys and opening up new catchments for employment and business.

- **Safer trains** on Merseyrail services with level platform access, **50% more capacity**, improved station accessibility and have successfully trialled the use of battery technology to extend the reach of our state of the art trains beyond our existing network.

Our evolving Bus Service Improvement Plan (BSIP) will set out ambitious plans for the city region’s largest ever investment in bus, aligned to Bus Back Better. We understand the links between infrastructure and quality of service and the BSIP will include existing development projects such as the introduction of hydrogen buses on our busiest commercial route and new proposals such as Bus Rapid Transit between the city centre and Knowledge Quarter. We will deliver quicker and more reliable services, cheaper and simpler fares and a higher quality, branded customer experience. In tandem we are undertaking an open, robust review of governance (enhanced partnerships and franchising) to ensure that services are structured in a manner that best meets passenger needs.

We must continue to be bold, make strong investment decisions and improve delivery if we are to meet our Metro Mayor’s manifesto pledges:

			
Fair and Inclusive Economy	London-Style Transport	Green Industrial Revolution	Doing Things Differently

As a Combined Authority, we have a once-in-a-lifetime opportunity to write the next chapter in our long and storied history, and to make it a chapter of success. We take this responsibility very seriously and we will not accept growth at any cost – not at the cost of the environment and not at the cost of deepening inequalities in our society. In our forthcoming Plan for Prosperity we will set out how we will deliver clean, inclusive growth based around People, Place and a Green Recovery.

We have developed an evidence-driven, long-term Transport Pipeline that fully supports our transition to carbon net zero. This prospectus illustrates our investment plans and demonstrates our commitment to delivering better outcomes for the people of the LCR.

We will use our CRSTS to continue the delivery of a London-Style Transport System - an integrated, world class active travel and public transport network with full devolution of the Merseyrail network, which will be extended to all boroughs of the City Region, greater control of the bus network and daily fare caps.

We were the first area in the country to commit to becoming carbon net zero by 2040, a full ten years ahead of the national target, and we have analysed the whole life carbon impacts of our Transport Pipeline to ensure that it delivers on decarbonisation.

Our capital ask to Government is for £792.4m:

- **£206m** to continue the delivery of our 600km high-quality **active travel network**, linking residential communities to employment opportunities and connecting to the public transport network for longer journeys;
- **£276.9m** to deliver bus reform and continue the introduction of **Green Bus Corridors** and wider bus priority and infrastructure measures on key corridors;
- **£156.5m** to deliver **St James**, a new rail station in Liverpool's creative and digital cluster, a remodelled rail station in Runcorn and invest further in **new battery technologies** that can in future expand the Merseyrail network to Widnes and Borderlands; and
- **£153m** in critical **Key Route Network and local road maintenance** aligned geographically to our investment in bus and active travel, that will deliver safety, reliability and journey quality improvements for all road users, reduce the negative impact of road traffic on local communities and support the resilience of the KRN to climate change, in the context of potential new powers to accelerate and deliver our priorities for modal shift and travel by bus and bike. Evidence demonstrates that we need to invest at least £20m a year just to maintain the current network.

This investment in our transport system will:

- Deliver a reduction of over **170,000 tCO2e** by 2050 based on the high funding scenario;
- Deliver Value for Money (VfM), with 18 of our 20 schemes forecast to generate High or Very High VfM with **BCRs up to 9.9**;
- Reduce car dependency and induce mode shift, with all 20 schemes providing new or upgraded public transport and active modes infrastructure;
- Help to unlock land for new employment and housing growth, including **1,100 homes** in St Helens and **18,000 homes** in Birkenhead and **10,000 planned jobs** at Sci-Tech Daresbury; and
- Enable us to meet our target of delivering a **fully accessible rail system by 2030**.

St Helens

Home to the new £54m Glass Futures plant with provision for research and development trials to decarbonise the UK glass industry; a proposed hydrogen refuelling station which will enable the roll out of hydrogen buses on the city region's busiest bus corridor; a £25m Town Deal and Local Plan growth proposals of 7,784 new homes by 2037, St Helens is a key focus area for public and private sector investment. Our investment includes a £30m Green Bus Corridor, £20m investment into high-quality walking and cycling infrastructure, £10m to provide a new multimodal interchange in St Helens town centre as part of a transformative regeneration scheme and £10m to unlock new housing sites to the north of the town.

Together with the Combined Authority's wider investment of £143.4m in Business Growth, Culture & Tourism, Economic Infrastructure, Housing, Low Carbon & Environment, Skills & Careers, our Transport Pipeline has the potential to drive significant growth in productivity, level up the City Region and create a wealth of new opportunities.

Birkenhead / Liverpool City Centre Cross River Corridor

Ambitious plans for Left Bank in Birkenhead, including up to 18,000 brownfield homes, the overhaul of the retail and business core, a children's museum and a green core, coupled with the £3-10bn Mersey Tidal Power project and Towns Fund, the existing cultural and economic assets in the city centre and the Knowledge Quarter developments (£290m Paddington Village and £450m Upper Central) require bold investment in cross river connectivity. Our CRSTS ask includes £8m in new active travel infrastructure, £55m in a new city centre rail station, £33m for Birkenhead Central Gateway, £25m for St George's Gateway and £20m for cross river connectivity improvements.

Our Challenges

The LCR faces a set of unique and longstanding challenges in achieving its vision, many of which have worsened since the climate change emergency and COVID-19 and with disproportionate impacts across different groups:



Productivity

In economic and productivity terms, the LCR has historically lagged behind the UK average. GVA per head is only 74% of the UK level, with 11% growth in the last 5 years compared to 16% nationally. Per hour worked, GVA in the LCR is £31 compared to £34 nationally.



Economic Inactivity

In 2020, 24% of residents were economically inactive, compared to 20% nationally. Of which 30% (68,000) were out of work due to long-term sickness, compared to 23% nationally. Along with the productivity metric, these figures are indicative of a region in need of investment.



Skills Gap

10-20% of all adults in the city region have no NVQs and 60% of graduates leave the city region at the end of their studies. It is anticipated that local long-term unemployment will grow as a result, alongside other factors such as increasing automation and the number of people in sectors (such as hospitality and tourism) facing the worst disruption, as well as a fall in the overall number of job vacancies.



Deprivation

Significant pockets of multiple deprivation exist across the city region with almost half of the city region's neighbourhoods being in the top 20% most deprived nationally. Many of these areas show high car dependency, as often it is the only mode available for longer-distance journeys; however, this is an expensive option which limits people's ability to access opportunity.



Health & Wellbeing

The link between economic and health inequalities has intensified during the pandemic and is most acute in areas of high deprivation. Life expectancy varies by 25 years depending on where a person is born within the LCR. The health and economic impacts of COVID-19 risk widening inequalities and further entrenching deprivation in local communities.



Emissions

Transport now contributes 34% of all LCR emissions compared to just 23% in 2010. No subsectors within transport have seen significant reductions in carbon dioxide emissions between 2005 and 2018.



Air Quality

Poor air quality costs £480m and contributes to 800 deaths per year in the city region. While improvements were seen during the first national UK lockdown 2020, they were quickly reversed with air pollution returning to its pre-pandemic levels in Liverpool despite the city not returning to previous levels of economic activity.

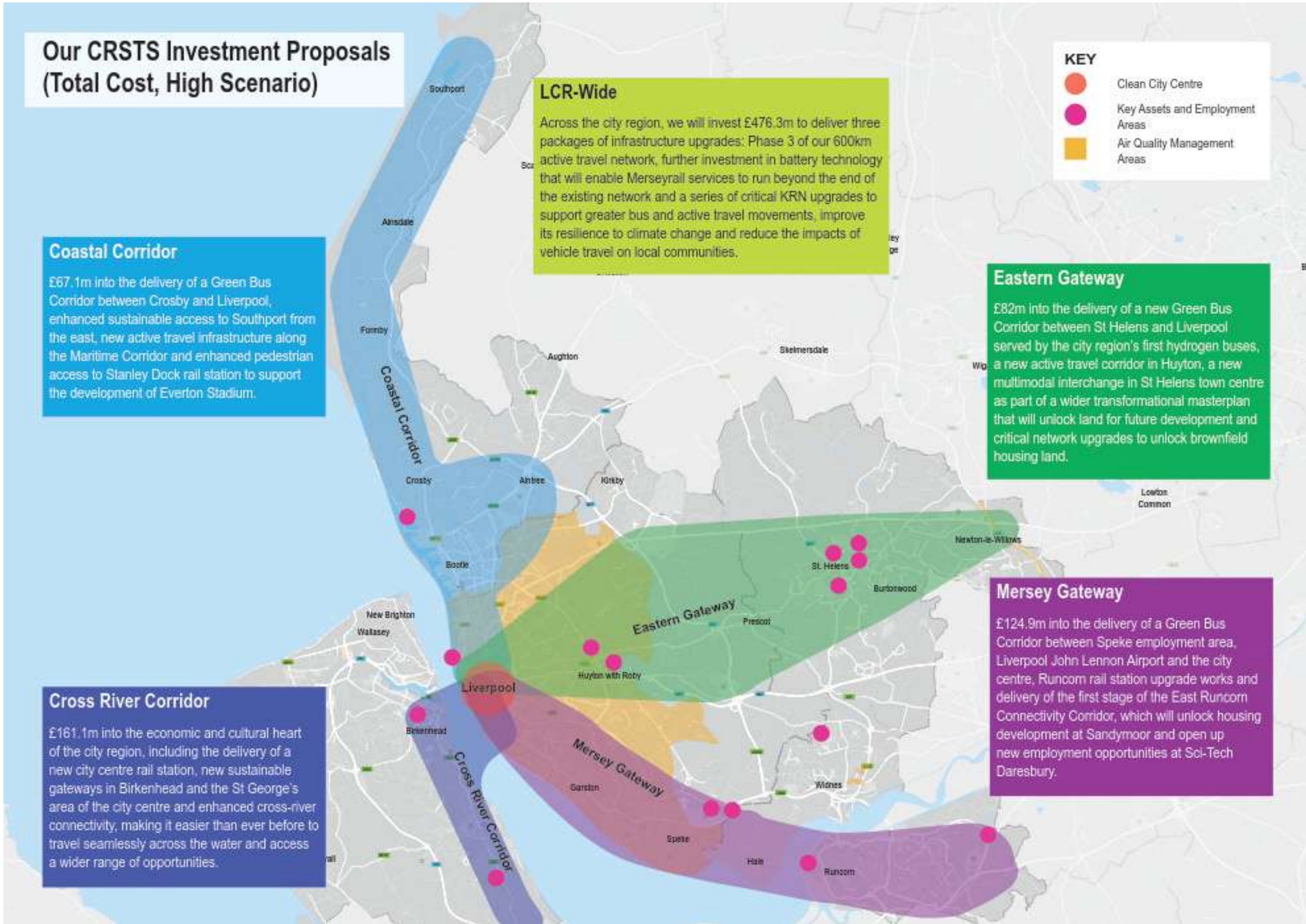
Despite the many challenges that the LCR faces, there are a number of opportunities that we can grasp to level up the economic, social and environmental outcomes we deliver and the ways in which those outcomes are distributed. The LCR economy, which is estimated to be worth £33bn (GVA), has been one of the fastest growing in the North of England over the last 10 years and offers significant opportunities to realise Government's levelling up aspirations. Our 'Building Back Better' economic recovery plan demonstrates how £1.4 billion in investment can unlock £8.8 billion of projects, which would create 94,000 permanent jobs and a further 28,000 short-term jobs in construction.

Our future prosperity depends on our ability to improve connectivity through a fully integrated, modern and inclusive transport network. Our CRSTS schemes will deliver transformational change, with investment prioritised into four strategic corridors and one LCR-wide package that best align with our most significant place-based challenges and opportunities for growth, are readily deliverable and can generate measurable impacts on productivity, levelling up and decarbonisation. We welcome the opportunity to work collaboratively with Government to achieve these common goals.

We will deliver:

- **A new St James station in Liverpool city centre, which, coupled with our IPEMU scheme and the ongoing development of Liverpool Central station will enable us to maximise the benefit of our £500m investment in new rolling stock;**
- **Three Green Bus Corridors which provide bus priority and upgraded passenger infrastructure on key corridors through some of the city region's largest residential areas, with one corridor served by the city region's first hydrogen buses; and**
- **The next phase of our 600km active travel network, which is already transforming access to safe, coherent walking and cycling routes that open up new employment opportunities.**

Together with targeted maintenance on the KRN and local road network, our CRSTS investment will induce mode shift, improve network safety, enhance the passenger experience and cut carbon.



Investment Corridor / Schemes	Total Cost (£m, High Scenario)	DfT Ask (£m)		Local Contribution (£m)		BCR (Based on DfT Ask)	
		Low	High	Low	High	Low	High
LCR-Wide							
LCWIP Phase 3	31	30	30	1	1	3.3	3.3
IPEMU – Network Expansion	101	27.1	71	3	30	5.5	7.3
Key Route Network Levelling Up	50	20	50	-	-	9.9	9.9
Highways Maintenance	221.7	126.4	221.7	-	-	>2	>2
Non-Highways Maintenance	11.3	7.6	11.3	-	-	>2	>2
TCF - Headbolt Lane Station	46.0	38.2	38.2	7.8	7.8	1.4	1.4
TCF - Active Travel	2.8	2.8	2.8	-	-	3.5	3.5
TCF - Hydrogen Buses	12.5	12.5	12.5	-	-	1.1	1.1
Cross River Corridor							
Liverpool Baltic Rail Station (St James)	66	55	55	11	11	2.7	2.67
Birkenhead Central Gateway	36	20	33	3	3	2.3	2.3
St Georges Gateway	28	10	25	3	3	2.3	2.2
Cross River Connectivity	22	12.5	20	2	2	2.2	2.8
Ropewalks Phase 2	9.1	8	8	1.1	1.1	3.3	3.3
Mersey Gateway							
LCWIP Phase 2 (Runcorn - Daresbury)	7	6	6	1	1	2.9	2.9
Runcorn Station Quarter Phase 2	15	10	10	5	5	2.9	2.9
Runcorn Busway Active Travel Corridor	20	3	10	10	10	2.9	2.9
East Runcorn Connectivity	50.9	15	30.9	20	20	2.9	2.9
Green Bus Corridor (86)	32	-	30	-	2	-	2.7
Eastern Gateway							
St Helens Town Centre Multimodal Interchange	14.7	7.5	10	4.7	4.7	3.8	4.1
M57 J4 Active Travel Improvements	10	7.5	10	-	-	3.1	3.0
St Helens Routes to Regeneration	14.3	7.5	10	4.3	4.3	1.8	1.8
Huyton Active Travel Corridor	11	7.5	10	1	1	3.1	3.1
Green Bus Corridor (10a)	32	30	30	4	2	2.2	2.7
Coastal Corridor							
Southport Eastern Access	13.1	10	12	1.1	1.1	3.6	3.6
Stanley Dock Rail Access (Sandhills)	8	3	3	5	5	1.9	1.9
Maritime Corridor	13	10	12	1	1	4.5	4.5
Green Bus Corridor (53)	33	-	30	-	3	-	2.7
Totals	911.4	487.1	792.4	89	119		

Delivering Our Vision

In our Transport Plan we set out a strategic vision for a comprehensive, affordable, reliable transport network, that is integrated and easy to use and that supports the development of healthy, sustainable communities.

A series of strategic objectives articulate what we need to do to deliver our vision, aligned to the economic, environmental, social and specific transport challenges faced:

- To support inclusive economic growth and levelling up with a transport system that effectively moves people and goods;
- To exploit the city region’s role as a global gateway accessible by all forms of transport;
- To deliver a new mobility culture, where transport services are modern, safe, clean, healthy and inclusive;
- To deliver a transport system that supports the health and wellbeing of residents and supports the move to net zero carbon by 2040; and
- To provide a safe, resilient and well maintained transport network.

These objectives also align with many of the well-evidenced principles in the in the Transport for the North (TfN) Strategic Transport Plan.

Fundamental to the delivery of our vision is making public transport the natural choice for longer journeys and walking and cycling the natural choice for shorter journeys, in line with our LCWIP. Evidence shows that two thirds of journeys made in the LCR are less than 5km and 50% of those are made by car. Furthermore, as the country’s foremost Transatlantic Port, we are committed to exploring clean, sustainable solutions for freight.

“A City Region committed to a low carbon future, which has a transport network and mobility culture that positively contributes to a thriving economy and the health and wellbeing of its citizens and where sustainable travel is the option of choice.”
[Existing LTP3]

The Transport Plan builds on the ambitions set out in our statutory Local Transport Plan in terms of the importance of decarbonising the transport system, offering modal choice and improving health and wellbeing, priorities which remain at the forefront of our investment strategies.

Together with our forthcoming Plan for Prosperity, our Economic Recovery Plan and emerging Spatial Development Strategy, these documents set the policy framework in which our Transport Pipeline was developed, based on the following five themes:



We have now embarked on the development of a new statutory LTP, which will articulate the Metro Mayor’s vision for transport in more detail.

The time is right to produce Local Transport Plan 4 (LTP4) as:

- We are able to draw on new economic forecasts that include COVID recovery scenarios and assess our proposals using the DfT’s recently published Uncertainty Toolkit, to facilitate planning in an uncertain world;
- The development of our evidence-based Plan for Prosperity as a successor to the Local Industrial Strategy and the forthcoming Climate Action Plan and Spatial Development Strategy provide a strong and co-dependent basis for the Plan; and
- The publication of the Government’s Transport Decarbonisation Plan, the TfN Decarbonisation Plan, Gear Change and Bus Back Better provide very clear, externally and locally significant policy drivers for the development of the Plan.

We are undertaking broad consultation on our Spatial Development Strategy, which will inform the vision for LTP4. In the context of an uncertain future, LTP4 will include a range of future travel demand scenarios, against which policies and investment can be assessed, as well as examining the forecast carbon impacts of each scenario. From this, a detailed transport strategy and delivery plan will follow, which will undergo further consultation in summer 2022. Following statutory assessments, including Strategic Impact Assessment and Equalities Impact Assessments, the intention is to secure formal adoption of LTP4 in 2022.

Our Strategic Investment Fund (SIF) enables us to take a strategic view of infrastructure requirements, irrespective of the form they take.

The CRSTS will form a ringfenced part of this strategic investment fund and other SIF funds will support complementary infrastructure enhancements, including the remediation of land and property, retrofitting energy inefficient homes and supporting the ongoing vitality of our towns and city centre.

We recognise the local contribution needed to support our capital ask of Government and in developing our CRSTS portfolio, we have accelerated an existing process to identify new, local sources of complementary funding to support greater outcomes. **We have identified a local contribution of £119m (21% of the total value and 15% of our entire ask) towards our high value CRSTS programme, comprised solely of non-Governmental funding including £35m from Riverside to deliver housing in East Runcorn and a total of £6.2m from the Freshfield Foundation and Sustrans to deliver our Liveable Neighbourhoods programme.** Our local contribution from the Rolling Stock programme is circa £500m, part of which will be used to support our CRSTS programme.

In addition, we are exploring new and innovative funding sources to add value to our CRSTS and wider investment programmes, including:

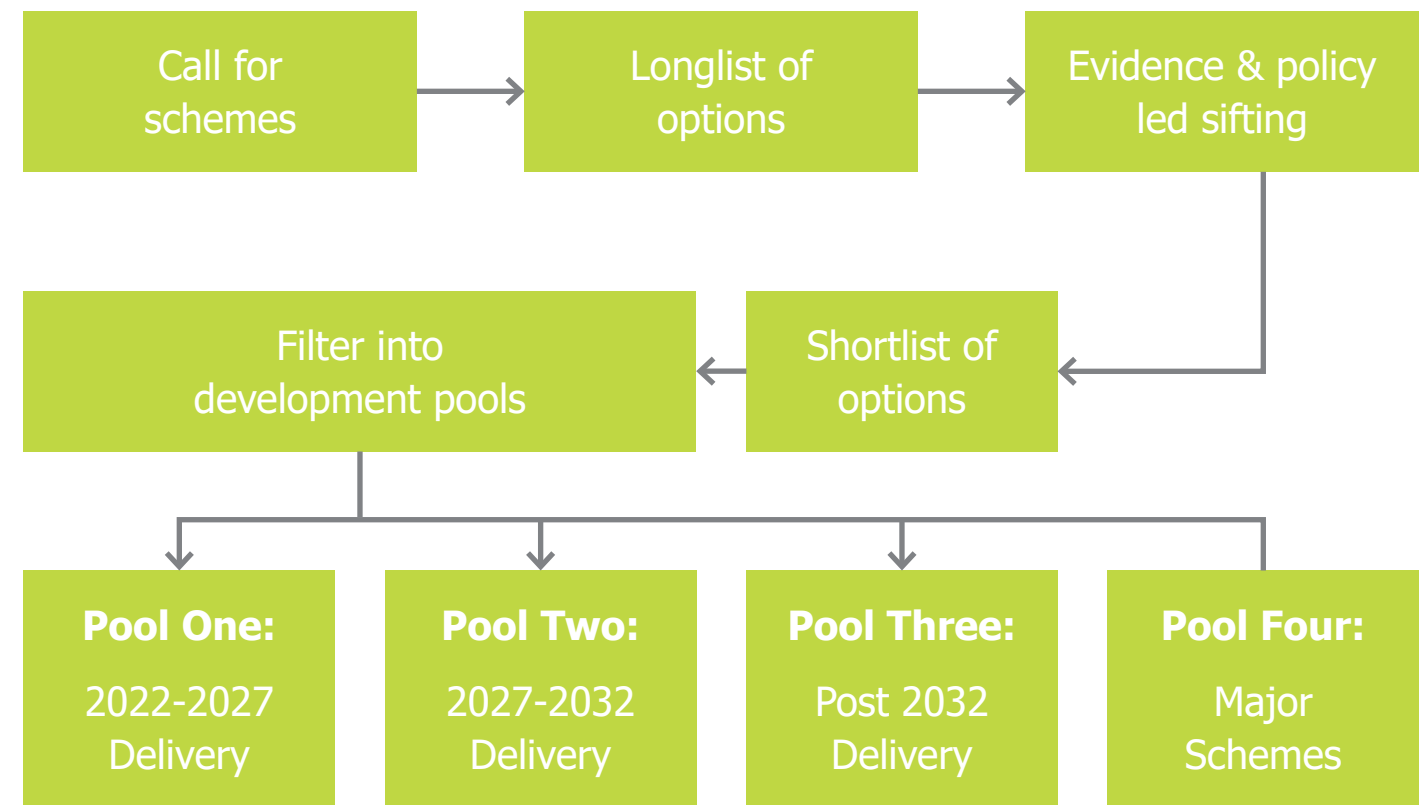
- Options to reinvest surplus income from the Mersey Tunnels via the Mersey Tunnels Act;
- Options to generate further income from other key LCRCA assets;

- Consideration of a tax increment financing scheme, funded on the Business Rates Retention Scheme introduced in 2013-14;
- Local authority bonds; and
- Traffic Management Act powers.

Developing Our Transport Pipeline

The Transport Pipeline Options Appraisal Report in Annex A evidences in full how we developed our refreshed pipeline and CRSTS priority schemes, based on a robust evidence base and vision for transport.

Transport Pipeline Development Process I



The constituent local authorities and LCRCAs delivery teams submitted circa 230 concepts for consideration as part of the long list, with a total estimated value of £3-6bn. A qualitative assessment discounted proposals inconsistent with the principles and priorities set out in our economic recovery plan Building Back Better, the Combined Authority Transport Plan, LTP3 and the emerging LTP4. The wider LCR policy context, including the Bus, Long Term Rail and Local Journeys strategies supported further decision making, as well as our housing and skills strategies.

The process resulted in strong proposals for active travel, public transport and re-purposing streets as part of a wider liveable neighbourhoods concept, which support our green, people and place focused recovery. These proposals formed the short list of options that was filtered into four pools:

Pool 1	Pool 2	Pool 3	Pool 4
<ul style="list-style-type: none"> Affordable Readily deliverable Offer value for money Prioritised for Business Case development 	<ul style="list-style-type: none"> Medium term Further work required to confirm the Strategic Outline Case 	<ul style="list-style-type: none"> Long term Feasibility Studies required 	<ul style="list-style-type: none"> Major schemes (£>100m) including Liverpool Central and HS2/NPR Station, will also go through the same development process

A value for money assessment indicates our schemes offer high value for money, and initial carbon appraisal demonstrates the impacts on carbon and how they contribute to the LCR and UK net zero targets, as shown in the Impacts section of this prospectus.

A total of 20 schemes were placed into Pool 1 as priority schemes for delivery in 2022-2027 and, following an additional qualitative assessment based on the three key CRSTS objectives of Growth and Productivity, Levelling Up and Decarbonisation, these form our CRSTS programme for 2022/23 to 2026/27.

Our CRSTS schemes best address our key challenges of comparatively low productivity and economic inactivity, poor health and wellbeing and decarbonisation and are aligned with our wider strategic investment.

We have developed a logic-driven investment package that responds to the challenges and opportunities and demonstrates measurable impacts on growth and productivity, levelling up, decarbonisation and health and wellbeing.

Our Logic Map is presented in Annex N.

What We Will Deliver

We have prioritised investment into four corridors and one complementary LCR-wide programme of infrastructure upgrades, to maximise the value delivered to our communities in the short term.

Our investment (detailed in Annexes B to E) is drawn directly from our refreshed Transport Pipeline; our single, coherent programme of transport investment up to and beyond 2032 that is based on robust evidence, responds directly to local and national economic, social, environmental and transport priorities and will deliver tangible, significant improvements for transport users.

We have developed a CRSTS programme that responds to Government's request for a low capital funding scenario (£480m) and a high scenario (£790m). The cost of delivering the schemes within our programme is £792.4m and we are committed to this full investment. A lower allocation will require de-scoping each scheme, reducing the level of impacts achieved.

Each of our priority investment corridors will include measures to enhance sustainable access to and from Liverpool city centre, home to the greatest proportion of productive economic and cultural assets and the largest amount of complementary investment. This will facilitate faster, more reliable access to economic opportunities for people and businesses and efficient freight movements along key corridors.

However, we understand the need for investment directly into our town centres and local communities, which are in more urgent need of levelling up supported by better connectivity. There is also a need for improved connectivity to our neighbouring regions. For these reasons we will also invest in local transport schemes that support local access to transformational growth, revitalised town centres, access to employment and/or intracity movements. These include enhanced access to Southport and improved active travel links between Runcorn, Sci-Tech Daresbury and planned housing growth.

Our investment in Southport directly supports the LCR's first Liveable Neighbourhood, delivered in partnership with Sustrans and the Freshfield Foundation and further Liveable Neighbourhoods will follow at Lodge Lane (Liverpool), Cowley Hill (St Helens) and Wirral, aligned to our transport investment.

This coordinated package of investment at different spatial levels will support movements within local communities and longer journeys, with enhanced connections to opportunities across the city region. The benefits of the investment will be evident within each corridor and more widely, supporting several strategic, long-term transport investment proposals, including:

Liverpool Central

Capacity, accessibility and safety enhancements at the city centre's busiest rail station, coupled with the creation of a multi-use hub integrated into private sector financed retail development and improved public realm and active modes infrastructure will transform the sense of arrival into the heart of the retail core.

Northern Powerhouse Rail/HS2 City Centre Multimodal Station

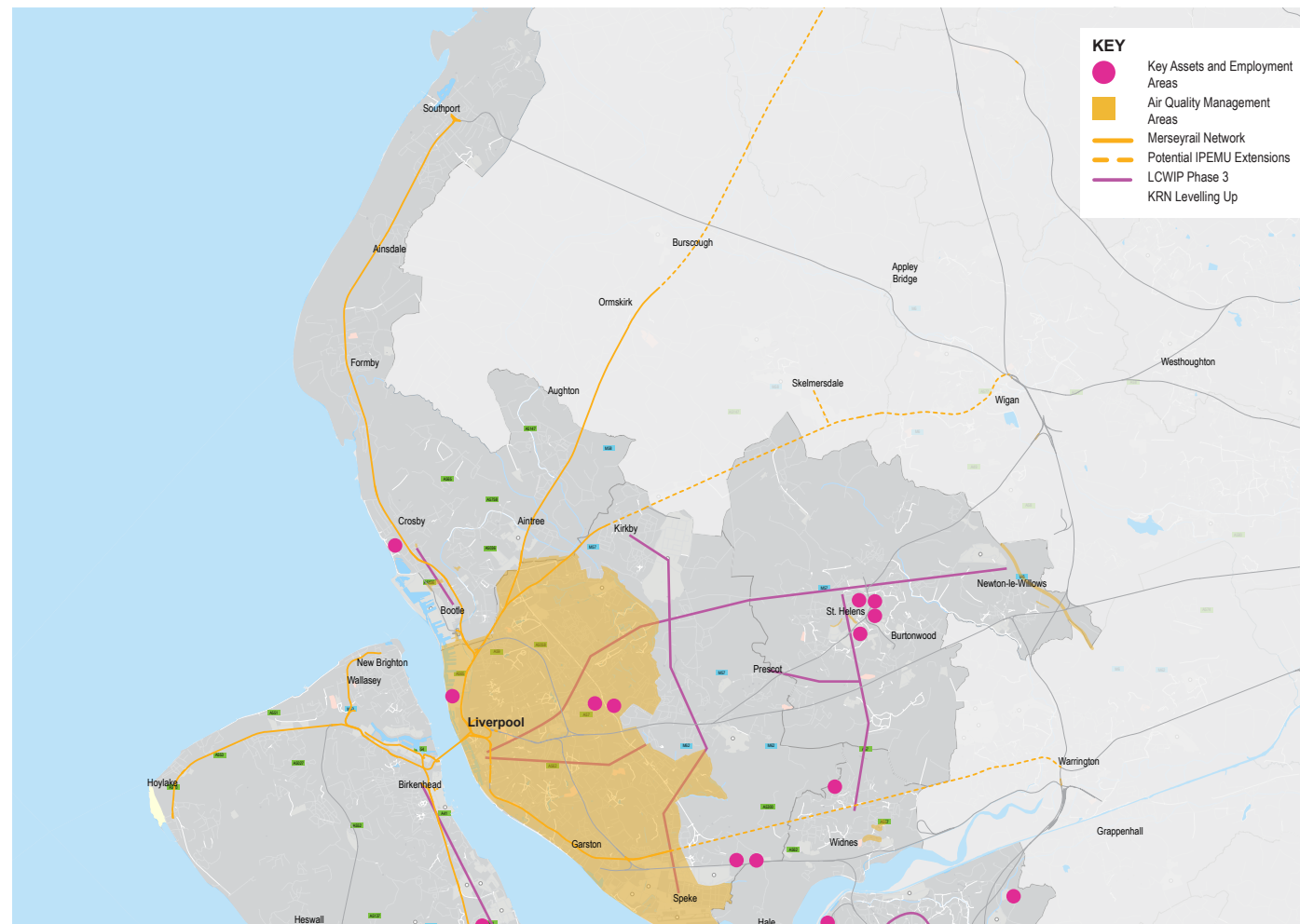
Government and TfN have developed proposals that link the LCR to HS2 and the NPR network, transforming strategic connectivity and releasing capacity on the current network for additional freight services and new local passenger services.

Parkside Multimodal Site

A key asset that will in future facilitate better port connectivity and help re-balance UK freight movements, as part of the City Region's Freeport proposals for which an Outline Business Case is currently under development.

Where our CRSTS schemes align with our Dig Once digital infrastructure strategy, we will seek to install digital infrastructure, delivering a saving of up to 50% on alternative methods of digital infrastructure provision.

LCR-WIDE



We will implement three key active modes and public transport projects across the LCR, maximising the benefits delivered to our communities:

LCWIP Phase 3

Delivery of the third phase of our 600km high-quality walking and cycling network in line with our LCWIP, to improve active travel connectivity to and from Liverpool city centre, St Helens, Knowsley, Birkenhead and Runcorn and offer segregated, coherent routes supported by clear and consistent signage and high-quality cycle parking facilities.

Independently Powered Electric Multiple-Unit

Expansion of the IPEMU project, which we trialled successfully through TCF, to fit Merseyrail trains with battery technology to enable services to run beyond the end of the existing network and enhance public transport connectivity.

KRN Levelling Up

Delivery of a focused programme of KRN upgrades (detailed in Annexes C and D alongside other upgrades) aligned to our investment in the 2022/23 to 2026/27 priority schemes, to provide a fit for purpose, resilient, high-quality highway network for travel by bus, walk and cycle and reduce negative noise and air quality issues for local communities.

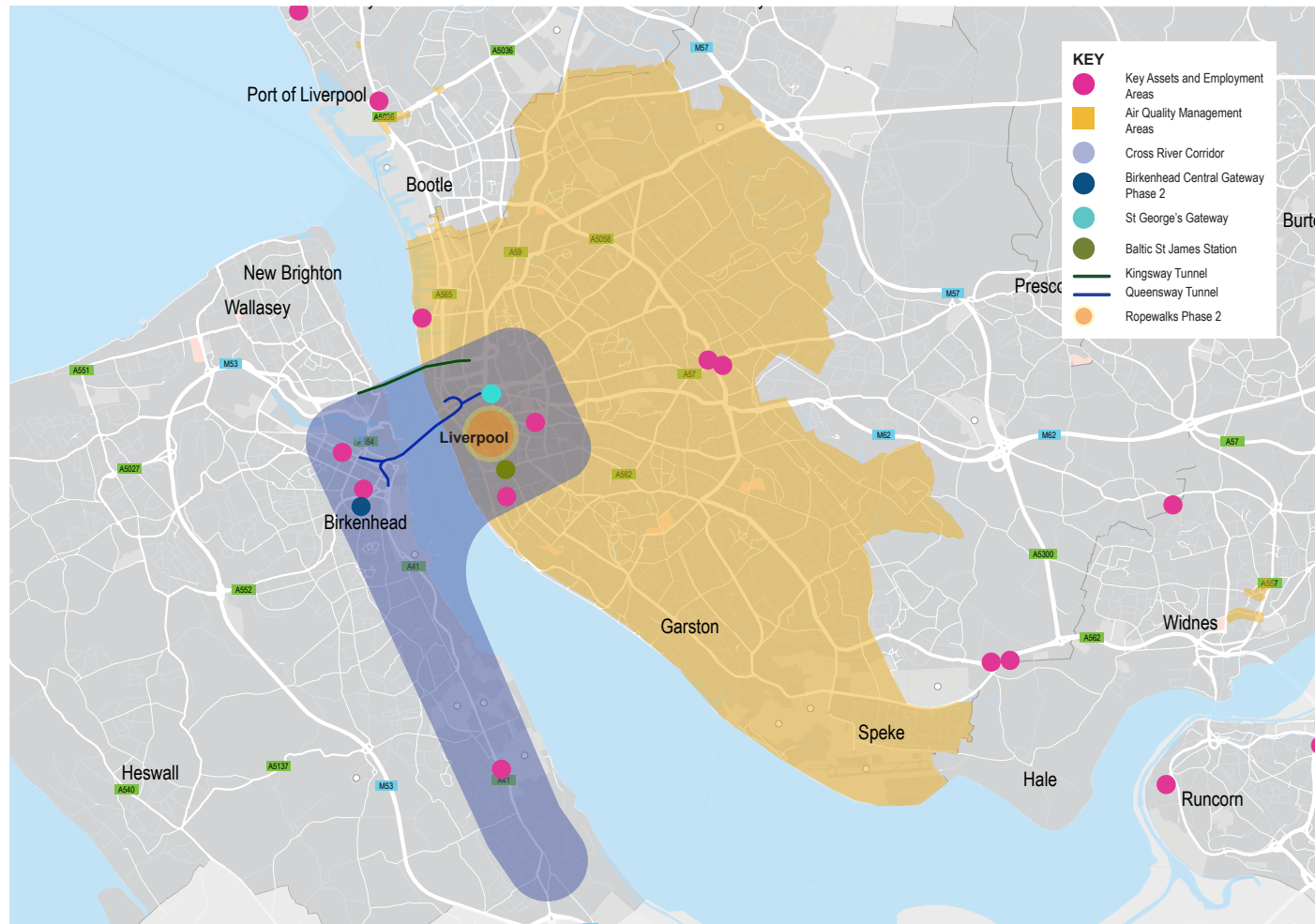
Highways Maintenance

These maintenance packages will deliver key improvements to the City Region’s highway network and transport systems. Investing in the wider network and improving the road condition will relieve congestion and improve safety for active travel, bus and other road users. Benefits will extend beyond transport, improving access to key sites in the city region for education, housing, health, growth and productivity.

Historic under-investment means that we currently have a backlog of critical network maintenance activity, and the low funding scenario would only enable us to partially address this backlog, without delivering any wider investment aligned to our CRSTS investment corridors and other strategic investment. We would then need to make difficult decisions that will impact on mode choice and the effective movement of people. As an example, under the high funding scenario our KRN and local road maintenance activity will align with our proposed Green Bus Corridor along the 86 route in South Liverpool, maximising the benefits of complementary investment in bus priority and our active travel network and linking to other key areas of investment in Liverpool city centre and in key employment areas in Speke. Without this coordinated approach, our ability to achieve mode shift and decarbonise the network will be limited.

Project	Driving Growth & Productivity	Levelling Up Towards the Standards of the Best	Decarbonising Transport & Encouraging Modal Shift	Outputs	Delivery	VfM	DfT Ask (£m)
LCWIP Phase 3	New, high-quality active travel routes will enhance sustainable connectivity between housing sites and employment, opening up new opportunities.	All walking and cycling infrastructure will be LTN 1/20 compliant, with segregated routes provided where possible within local constraints. Signage will be clear and consistent, and routes cohesive and without gaps.	The scheme will deliver £1.7m of decongestion benefits and facilitate an uplift in the use of active modes by providing safe infrastructure aligned to key origins and destinations.	52.8km of new and upgraded walking and cycling routes; 49 hectares of upgraded natural habitat; £29.3m health benefits	2024	BCR: 3.3 (local sensitivity test); £86m of monetised benefits	30
IPEMU Extension	New battery technology will enable Merseyrail trains to run beyond the end of the existing network, opening up new employment opportunities.	New rolling stock will provide passengers with a fully accessible, high-quality journey experience, with enhanced connectivity within and beyond the city region.	The project will support an uplift in public transport use using clean fuel technology.	Rolling stock with new battery technology In future, an expanded Merseyrail network to all boroughs	2025	BCR: 7.3; £935m of monetised benefits	71
KRN Levelling Up	Calculated time and vehicle cost savings reduce journey times for commuters and businesses, enabling quicker movement of people and goods.	A resilient KRN is critical to the delivery of bus priority measures and high-quality walking and cycling routes, as well as reducing noise and air quality issues.	The investment will facilitate greater use of public transport and active modes, driving mode shift.	Upgrades to the 24% of the KRN network that is in 'late life' condition, with improved ride quality and resilience.	2026	BCR: 9.9; £410m of monetised benefits	50
Highways Maintenance	Improving the condition of the highway network will reduce congestion and improve journeys for active travel, bus and other users.	A resilient highways network is critical to the delivery of bus priority measures and high-quality walking and cycling routes, as well as reducing noise and air quality issues.	The investment will facilitate greater use of public transport and active modes, driving mode shift.	Complimentary package of maintenance measures to tackle structures, Potholes, Flooding issues, Technology/Communication upgrades and active travel.	2027	BCR: >2	221.7
Non-Highways Maintenance	Maintaining the wider transport network will improve the resilience and reliability of services for public transport and active travel users.	A resilient public transport network is crucial for serving all areas of the city region, improving accessibility to employment, education and health services.	The investment will facilitate greater use of public transport and active modes, driving mode shift.	Supporting maintenance to improve our Ferry, Bus and Rail assets.	2027	BCR: >2	11.3
TCF – Headbolt Lane Station	New rail connectivity will provide access to new and existing employment opportunities across the City Region.	The new station will provide direct access to the rail network in a deprived area of the city region where car ownership is low.	A new rail station with a 15-minute peak time frequency will provide a genuine alternative to the car for longer journeys.	A new rail station, car park and active travel links to the station.	2023	BCR: 1.4	38.2
TCF – Active Travel	Active travel routes will enhance sustainable connectivity between housing sites and employment, opening up new opportunities.	All walking and cycling infrastructure will be LTN 1/20 compliant, with segregated routes provided where possible within local constraints. Signage will be clear and consistent, and routes cohesive and without gaps.	The scheme will deliver £1.7m of decongestion benefits and facilitate an uplift in the use of active modes by providing safe infrastructure aligned to key origins and destinations.	25km of new and upgraded walking and cycling routes.	2023	BCR: 3.5	2.8
TCF – Hydrogen Buses	The new buses will provide an attractive user experience, connecting passengers to key employment sites in the city region.	The 10a Liverpool – St Helens corridor serves areas of high deprivation in east Liverpool, Knowsley and St Helens, providing reliable links to key centres of opportunity.	Shifting fuel to Hydrogen from Diesel on the route will significantly reduce carbon emissions.	20 Hydrogen Buses.	2023	BCR: 1.1	12.5
Total DfT Ask:							437.5

Cross River Corridor



The Cross River Corridor encompasses the economic and cultural heart of the city region, focused on Liverpool city centre on the eastern side of the River Mersey and Birkenhead on the west side, in Wirral. Home to around 360,000 jobs, it hosts a series of key economic assets including:

- World-leading health expertise through the world's first School of Tropical Medicine and the Knowledge Quarter - one of the largest academic and clinical campuses in the UK.
- The Wirral Waters mixed use development, including the Maritime Knowledge Hub centre of excellence.
- A growing creative and digital cluster around the Baltic Triangle.
- A world-class cultural and visitor offer centred around the historic waterfront, the Grade I listed buildings in St Georges Gateway and new attractions such as Eureka.

We will ensure that the high growth areas of Wirral Waters, Baltic Triangle and the Knowledge Quarter are fully integrated with the centres of Birkenhead and Liverpool (and their major transport hubs). By providing high quality active travel infrastructure we will facilitate the uptake of walking and cycling as the clear modal preferences for moving around the central areas and for seamless access to the major bus and rail stations, including a new rail station at the heart of Liverpool's rapidly expanding creative and digital cluster.

We will provide a new public transport gateway to Liverpool's rapidly growing Baltic Triangle, a creative and digital cluster and residential area which sits at the southern edge of the city centre and which is currently poorly served by the public transport network. The new St James station will transform movement in this area, providing a high-frequency, high-quality direct public transport link that will induce mode shift from car. This new gateway will also benefit surrounding deprived residential communities, providing fast, clean connectivity around the LCR.

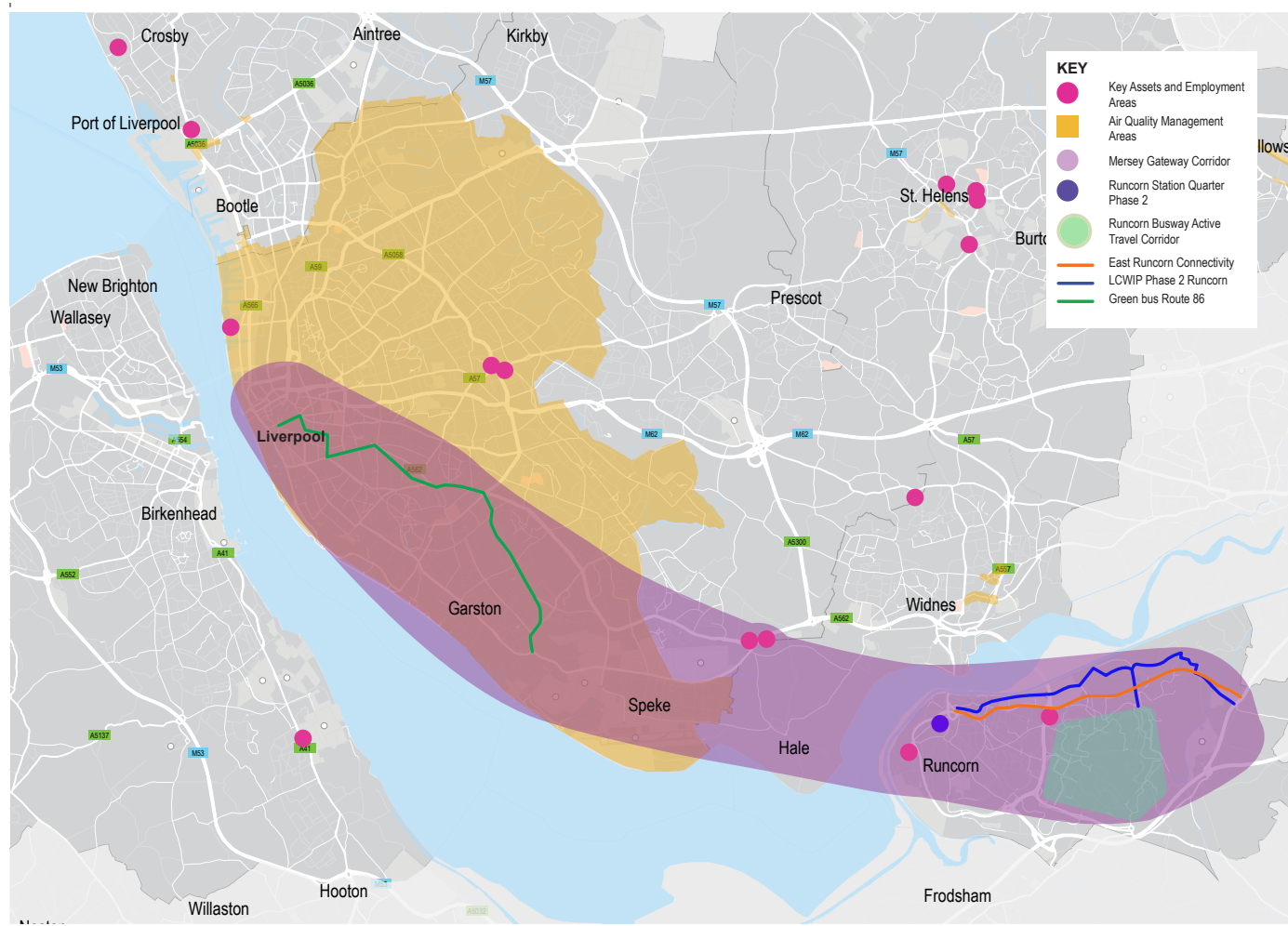
We will ensure that the LCR major transport hubs in Liverpool city centre are resilient now and in future, We will undertake a GRIP 4 study for Liverpool Central station, the city region's busiest Merseyrail station at the heart of the retail core. This is critical in the context of existing station capacity and last mile connectivity issues coupled with the imminent introduction of new rolling stock that offers 50% more capacity.

We will modernise the Kingsway and Queensway tunnel approaches and toll plazas to reduce congestion and improve journey time reliability for critical cross-river bus services, helping to induce mode shift and improving air quality.

Investment into critical maintenance on the KRN will ensure that our highways support safe, reliable and efficient journeys by bus, walking and cycling, as well as increasing the resilience of our KRN to the effects of climate change.

Project	Driving Growth & Productivity	Levelling Up Towards the Standards of the Best	Decarbonising Transport & Encouraging Modal Shift	Outputs	Delivery	VfM	DfT Ask (£m)
Baltic St James Station	A new station that provides direct rail access to the city centre's growing creative and digital cluster opens up new labour catchments and provides the connectivity that investors will expect.	The station's catchment includes areas of significant deprivation and will provide a high-quality public transport link for those areas, supporting access to opportunity.	A new rail station with a 15-minute peak time frequency will provide a genuine alternative to the car for journeys to and from this part of the city centre, which is within an AQMA.	New rail station with forecast annual passenger demand of 3 million (entries & exits)	2025	BCR: 2.6; £167m of monetised benefits	55
Cross River Connectivity	This investment will reduce congestion at the tunnel approaches and toll plaza, improving journey times and enabling easier movement of people and goods in this important cross-river corridor that links two Enterprise Zones and employment centres.	A reduction in congestion will improve journey times and journey quality and improve air quality issues, which are linked to poor health. Cross-river bus services will become quicker and more attractive.	Removing the congestion bottlenecks at the tunnel approaches will significantly improve air quality in the centres of Birkenhead and Liverpool, reducing carbon emissions and improving health.	Reconfiguration of the toll plazas at the Kingsway and Queensway tunnels; journey time reductions	2024	BCR: 2.7; £58m of monetised benefits	20
Ropewalks Phase 2	Ropewalks is one of the city centre's core leisure destinations and is a key route between the city centre, its transport hubs and the Baltic Triangle. Investment in active travel will improve sustainable connectivity and the quality of the environment, attracting additional investment.	The delivery of high-quality public realm and active modes infrastructure will improve Ropewalks as a place to visit, live and invest. This in turn will drive employment growth and wider development.	The prevalence of private vehicles in Ropewalks is detrimental to air quality and the safety of pedestrians and cyclists. Traffic re-routing and new infrastructure will address issues of severance and make active modes more attractive, reducing emissions.	LTN 1/20 compliant new and upgraded walking and cycling links; improved quality of public realm	2024	BCR: 3.2; £24m of monetised benefits	8
Birkenhead Central Gateway Phase 2	This project delivers three of the eight catalytic projects articulated within the Birkenhead 2040 framework and will enable the development of new neighbourhoods with significant capacity for new homes and employment space in the context of the wider regeneration of Birkenhead town centre.	This project underpins the significant regeneration planned for Birkenhead town centre – including the key Wirral Waters development with its Maritime Knowledge Hub. The area will provide new housing and high-value employment opportunities.	The project delivers active travel and green infrastructure to support key regeneration sites in central Birkenhead. These assets will make it significantly more attractive to travel around the town centre on foot or by cycle.	LTN 1/20 compliant new and upgraded walking and cycling links; improved quality of public realm	2024	BCR: 2.2; £67m of monetised benefits	33
St George's Gateway	The St George's Gateway package of active travel and public realm enhancements will link the city centre, Lime Street station, Liverpool John Moores University and the Knowledge Quarter, better integrating this high value growth area and providing enhanced sustainable connectivity.	The Knowledge Quarter and universities are a key catalyst of high value opportunity creation and the provision of sustainable links to city centre transport hubs ensures a high-quality integrated transport experience for employees, visitors and residents.	The investment will address the current unattractiveness of walking and cycling in this part of the city centre, reducing severance and providing high-quality segregated routes.	LTN 1/20 compliant new and upgraded walking and cycling links; improved quality of public realm	2024	BCR: 2.1; £50m of monetised benefits	25
Total DfT Ask:							141

Mersey Gateway



The Mersey Gateway corridor draws together the advanced manufacturing and science clusters along the Mersey estuary in Halton and south Liverpool. The corridor includes:

- The Sci-Tech Daresbury enterprise zone, home to the renowned Daresbury Laboratory and the Hartree Centre.
- Advanced chemicals manufacturing around Weston Point in Runcorn.
- Automotive and pharmaceutical manufacturing in south Liverpool.
- Liverpool John Lennon Airport, the City Region's international air passenger gateway.

This cluster of high-value assets has the potential to drive growth not only within the LCR, but regionally and nationally through the supply chain and

research and innovation. Transport investment in this corridor will strengthen the links between these assets and the City Region's labour pool, centres of academia and research, and domestic and international markets.

We will provide a multi-modal solution to unlock housing and employment growth in East Runcorn, including the Daresbury Enterprise Zone. The combined active modes/highway solution will improve connectivity to Halton and neighbouring Warrington, unlock 71 hectares of development land and provide a cycle superhighway linking Halton to Warrington along the A56 corridor.

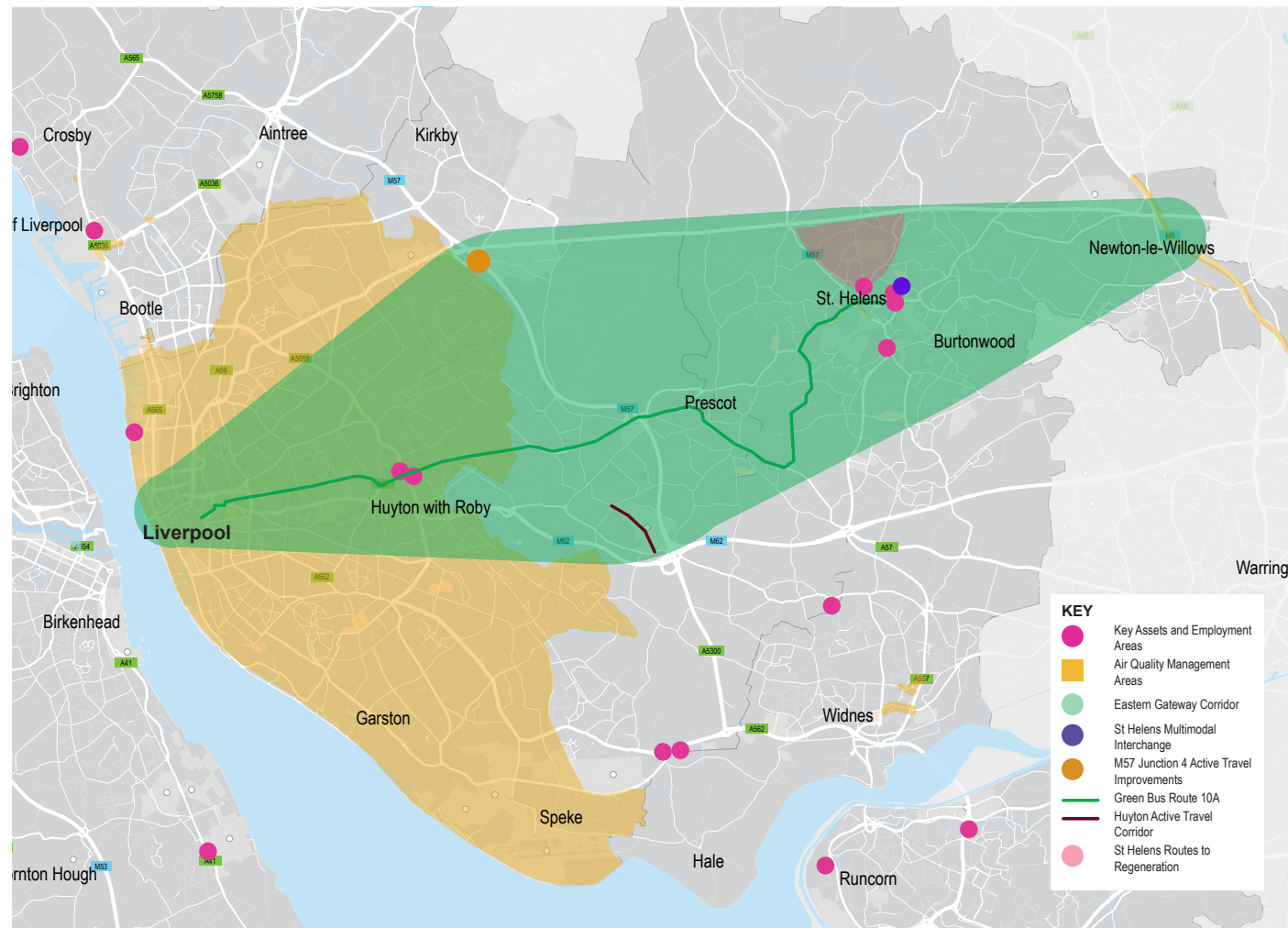
We will remodel Runcorn Station, maximising the value from our TCF Station Quarter project which is creating a new gateway to the town supported by stronger active travel links and providing passengers with a much higher level of journey quality. The station operator Avanti West Coast has demonstrated its support in the letter provided in Annex M.

We will also invest in segregated active travel infrastructure to provide sustainable links between major employment and housing sites within Halton. By providing an attractive alternative to private car for these shorter trips, we can reduce car dependency in deprived communities as well as strengthening links between high value employers and their adjacent communities. The investment will also improve safety for existing users by completely segregating active travellers from busway and highway infrastructure. The investment will also support the regeneration of two large housing areas in the borough.

A Green Bus Corridor will be delivered linking Garston to Liverpool city centre. A combination of traffic signal upgrades, priority lanes and remodelled junctions, the corridor will deliver improved bus journey times and reliability through some of the City Region's most deprived areas whilst improving connectivity between the city centre and the advanced manufacturing and airport sites in south Liverpool.

Project	Driving Growth & Productivity	Levelling Up Towards the Standards of the Best	Decarbonising Transport & Encouraging Modal Shift	Outputs	Delivery	VfM	DfT Ask (£m)
Runcorn Station Quarter Phase 2	The creation of a new station gateway and rebuilt station will offer passengers a significantly enhanced arrival into Runcorn, with better active travel links to the town centre, complementing associated investment through the Town Deal and making Runcorn a much more attractive place to live, work and invest in.	Runcorn can become a catalyst for wider regeneration and growth in Halton, providing sustainable access to labour pools, national markets and supply chains for high value advanced manufacturing in the area.	Improving the coherence between the station and the town centre will improve the attractiveness of rail in relation to private car for trips to the town. It also improves the walkability of Runcorn as a town and provides an attractive alternative to using private car for short trips.	A rebuilt Runcorn rail station, providing local access within the city region and nationally on the West Coast Main Line	2026	BCR: 2.9; £26m of monetised benefits	10
Runcorn Busway Active Travel Corridor	The project connects Runcorn town centre to its residential communities and employment centres, ensuring clean, safe and fast access to employment, education and recreation whilst ensuring that employers are enabled to grow through access to the labour market.	The project delivers high quality alternatives to private car travel for communities in Halton, many of which suffer from deprivation and lack of access to private car.	The project significantly improves the safety and attractiveness of active travel for trips around Halton through segregated infrastructure, which will remove existing barriers to use. By extension, the project will remove local car journeys from the highway network, improving both air quality and carbon emissions.	Repurposing a bus-only corridor to include active travel, linking Runcorn to major housing developments and employment zones	2023	BCR: 2.9; £27m of monetised benefits	10
LCWIP Phase 2 (Runcorn to Daresbury)	A new LTN 1/20 compliant active travel route will link Runcorn with Sci-Tech Daresbury, a key employment and growth hub with plans for a further 10,000 jobs and new housing development, supporting sustainable accessibility and enabling further growth.	The infrastructure will provide a high-quality, direct route between the town centre and employment/housing sites, offering the best possible standard in active modes connectivity.	The new route will provide a viable alternative to vehicle use for people travelling between the two areas, reducing traffic and associated emissions and improving levels of physical activity and health.	A new LTN 1/20 compliant active travel route between Runcorn and Daresbury	2022	BCR: 2.9; £22m of monetised benefits	6
East Runcorn Connectivity	This package of interventions aims to maximise the potential for housing, employment and productivity growth in east Runcorn by improving connectivity to the Daresbury Enterprise Zone from Halton and neighbouring Warrington.	The Enterprise Zone and adjacent employment sites provide a centre of high value employment to Halton and the wider City Region. Addressing access constraints spreads the benefit of these assets by enabling faster and more reliable access.	The package includes significant investment in active modes infrastructure, improving sustainable links to the employment zones and to the nearby housing growth sites, facilitating mode shift for shorter distance trips.	Enhanced multimodal connectivity between Runcorn and Daresbury	2025	BCR: 2.9; £74m of monetised benefits	30.9
Green Bus Corridor 86	The Green Bus Corridor will provide a high-quality bus priority route between Liverpool city centre and Speke / Liverpool John Lennon Airport, close to advanced manufacturing assets in south Liverpool. It will offer passengers a fast, reliable and clean link between both growth areas, supporting greater access to employment.	The route serves a dense suburban corridor with a large student population and a large concentration of employment opportunities. A frequent, high-quality public transport route will drive mode shift, employment and business growth and cleaner air through the future deployment of hydrogen buses.	The delivery of the Green Bus Corridor will significantly enhance the attractiveness of bus and encourage modal shift from car. Improved bus journey times and reduced congestion at key pinchpoints will reduce emissions and improve passenger satisfaction.	A Green Bus Corridor with faster and more reliable journey times and enhanced journey quality	2026	BCR: 2.2; £212m of monetised benefits (3 routes)	30
Total DfT Ask:							86.9

Eastern Gateway



The Eastern Gateway is the City Region’s central residential belt, linking Liverpool, Knowsley and St Helens and beyond to neighbouring Warrington and Greater Manchester. The corridor includes important advanced manufacturing assets such as Glass Futures and research facilities in St Helens, major east-west transport arteries and extensive residential areas, many of which experience high levels of deprivation.

Transport investment in this corridor will support transformational regeneration, facilitate the delivery of significant new housing and employment and improve the connectivity of important high-value employment sites. This will be achieved through the targeted delivery of active travel infrastructure and public transport improvements to reduce car dependency for trips between residential and employment sites.

We will deliver a package of multimodal interchange improvements and public realm enhancements to support the radical regeneration of St Helens town centre that is being delivered by St Helens Council in partnership with the English Cities Fund (ECF). By improving public transport hub infrastructure and active travel links across the town centre, we will reduce car dependency in support of the ambitious ECF partnership activity and help unlock land for future development.

North of St Helens town centre, we will reallocate road space on the KRN to provide safe and reliable routes for walking, cycling and bus travel, supporting the consented Cowley Hill housing development that is being delivered on brownfield land and unlocking additional land for further development.

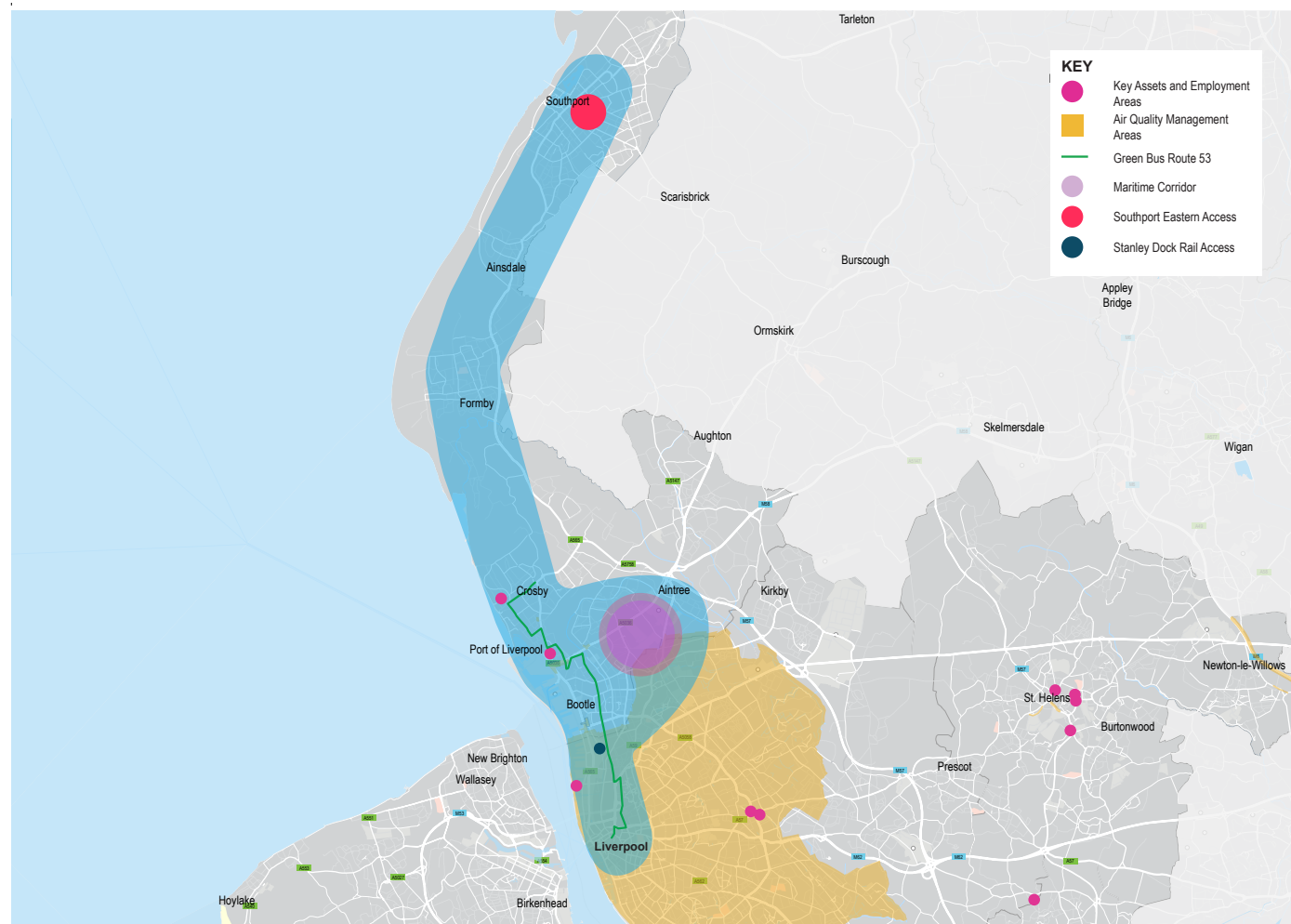
At Junction 4 of the M57, we will deliver walking and cycling infrastructure, bus priority measures and full signalisation to relieve the pinchpoint and reduce the level of emissions and noise associated with queuing traffic. Combined, the solutions will create capacity for housing and industrial growth, linking them to employment zones in Knowsley.

In Huyton, segregated walking and cycling infrastructure will connect Knowsley Business Park (the city region’s largest business park which is home to 800 businesses and 15,100 employees) with the town centre and rail station, providing clean and safe end-to-end journey opportunities and targeting the current high reliance on car for short trips. This investment will complement the wider investment in Huyton Village Centre proposed by Knowsley Council in its £20m Levelling Up Fund bid, including support for a new mixed use commercial district and improvements to the station gateway.

A new Green Bus Corridor will provide a new high-quality public transport link between St Helens and Liverpool city centre via Knowsley’s key employment areas, served by the city region’s first hydrogen buses. This will address worsening journey time and passenger satisfaction issues and provide a clean, reliable service on a corridor with comparatively low levels of car ownership.

Project	Driving Growth & Productivity	Levelling Up Towards the Standards of the Best	Decarbonising Transport & Encouraging Modal Shift	Outputs	Delivery	VfM	DfT Ask (£m)
St Helens Multimodal Interchange	The interchange and public realm improvements are an integral part of ambitious town centre regeneration proposals to deliver transformative growth. This investment will unlock land for future development and enhance connectivity between residential areas and employment opportunities, particularly in the city centre.	Delivering a high quality urban realm and public transport facilities will enable St Helens to compete regionally as a centre of opportunity as part of the wider £25m Towns Fund investment. It will make the town centre a more attractive place to live and invest and increase opportunities for deprived neighbouring areas.	The investment at the bus station and improved links to the rail station will improve facilities, comfort and connectivity for public transport users. This will address existing barriers to use, particularly for access to the town centre, and shift journeys away from private car.	A multimodal transport interchange serving St Helens Town Centre	2024	BCR: 4.1; £37m of monetised benefits	10
St Helens Routes to Regeneration	This multi-modal package will transform journey patterns on the arterial routes north of the town centre. This will significantly improve sustainable access to the town and unlock new housing growth, including the consented brownfield land at Cowley Hill, improving connectivity between high value firms to the south of the town and the residential communities to the north.	The project will deliver high-quality, safe and reliable active travel and bus infrastructure, providing equitable access to opportunity across the borough and, through connections in the town centre, the broader City Region and beyond.	The investment will improve the safety, speed and reliability of both bus and active travel journeys between northern St Helens and the town centre. In making these options more attractive, more short and medium distance journeys will migrate away from private car.	Improved connectivity between St Helens town centre and a major housing development site at Cowley Hill on the Key Route Network	2024	BCR: 1.7; £12m of monetised benefits	10
M57 Junction 4 Active Travel Improvements	This project will help to relieve a concentration of pinch point issues on the highway network in Knowsley by reducing congestion and improving sustainable travel connectivity. This investment is needed to unlock a development site that has a planning application for 1,200 homes and several industrial units.	The project will enhance access through the junction and support safe passage by pedestrians and cyclists, with reduced congestion and improved connectivity to major housing and employment sites.	Improved provision for active modes will enhance safety and make these modes more attractive, helping achieve mode shift. Bus priority measures will reduce public transport journey times and mitigate against localised vehicle emissions.	Active travel and highways improvements around the motorway junction that comply with LTN 1/20 guidance	2024	BCR: 2.9; £26m of monetised benefits	10
Huyton Active Travel Corridor	This project will support the sustainable growth of the Huyton business and industrial park through the provision of safe, clean links to the railway station and town centre.	The communities in Huyton benefitting from the active travel corridor suffer from high levels of deprivation. The link will provide a fast alternative to the car for local journeys and an improved link with the rail station for longer journeys.	The active travel corridor will target the current high proportion of local trips made via private car, addressing current barriers to active travel including safety and a fragmented network.	A package of works along Wilson Road including LTN 1/20 compliant active modes provision	2024	BCR: 3.1; £29m of monetised benefits	10
Green Bus Corridor 10A	The Green Bus Corridor will better connect St Helens with Liverpool city centre via a fast and reliable link between growth and opportunity areas via hydrogen buses.	The Green Bus Corridor will serve areas of high deprivation in east Liverpool, Knowsley and St Helens, providing reliable links to key centres of opportunity.	The delivery of the Green Bus Corridor will significantly enhance the attractiveness of bus travel and encourage modal shift from car, reducing emissions and improving health.	A Green Bus Corridor with bus priority and supporting infrastructure enhancements for passengers	2026	BCR: 2.7; £212m of monetised benefits (3 routes)	30
Total DfT Ask:							70

Coastal Corridor



The City Region's Coastal Corridor extends from the docks to the north of Liverpool city centre to Southport. It is home to a host of energy and clean growth assets, including the world's second largest collection of offshore windfarms, hydrogen production assets and one of the largest tidal ranges in Europe in the Mersey Estuary, which has the potential to become a significant power plant. The corridor also encompasses Liverpool2, one of Europe's most advanced container terminals and the UK's main port for Trans-Atlantic trade, as well as its supporting supply chain and logistics infrastructure. The Sefton Coast contains numerous internationally important wildlife habitats and provides a major leisure destination. Transport investment in this corridor will support the growth of the port and unlock further development land to expand the city region's coastal economic assets.

We will deliver high-quality walking and cycling infrastructure along the Maritime Corridor, helping to connect local communities to employment opportunities and supporting the wider resilience and decongestion of the A5036 and A59 routes, which connect the Port of Liverpool with the motorway network at Switch Island.

In parallel, the introduction of a Green Bus Corridor between Liverpool and Crosby will deliver a high-quality route that connects Liverpool city centre to the Port and high value energy facilities to the north.

Within the CRSTS funding window, we will undertake an extensive study of the city region's freight connectivity requirements, to identify opportunities to transport goods to/from the port by sustainable modes and provide the evidence base for future scheme development.

We will continue our investment in the Merseyrail network and an early example of this will be capacity enhancements at Sandhills station and increased passenger numbers predicted on the completion of the new Everton FC stadium at Bramley Moore Dock. In addition to improving the attractiveness of sustainable travel for stadium users, the enhancements will improve the interchange facilities for passengers travelling on the Northern Line Southport, Ormskirk and Kirkby branches.

In Southport, we will deliver a multimodal package of enhancements to improve access to the east of the town and through to the centre and sea front, aligned to the £37.5m Towns Fund programme, which will help create over 1,000 new jobs and generate an extra £1m visitors a year. This investment also complements the development of the city region's first Liveable Neighbourhood, with an emphasis on people-centred places, clean air and green space.

Project	Driving Growth & Productivity	Levelling Up Towards the Standards of the Best	Decarbonising Transport & Encouraging Modal Shift	Outputs	Delivery	VfM	DfT Ask (£m)
Maritime Corridor	The Maritime Corridor (A5036, A59 and connections) provides a major route for freight, commuter and local traffic, connecting the Port of Liverpool and other major employment and retail sites with the wider motorway network at Switch Island. The scheme will unlock land for employment, better connect communities to opportunities and support growth of the Port of Liverpool.	Facilitating the continuing growth of the Port and adjacent energy facilities will create additional employment opportunities. The nearby residential areas of south Sefton will be provided with high quality active travel infrastructure to travel sustainably for shorter journeys.	A package of active travel measures will support greater modal choice , by creating a safe, integrated and well linked network of walking and cycling routes.	Enhanced multimodal connectivity along the Maritime Corridor	2023	BCR: 4.5; £49m of monetised benefits	12
Stanley Dock Rail Access (Sandhills)	Following the successful planning application by Everton Football Club for a new stadium, an expansion of station capacity is needed at Sandhills. Station improvements will enable the stadium area to operate at full potential whilst generating wider economic benefits to the Bramley Moore dock area, supporting businesses and the local economy.	Underpinning the regeneration potential of the Bramley Moore Dock area through sustainable transport ensures that the new opportunities created – including an estimated 13,000 new jobs – can be accessed sustainably from around the City Region. It also facilitates improved interchange for Northern Line passengers.	Ensuring that sustainable transport is a viable option for travel to the stadium site is critical to ensuring additional pressure is not placed on the highway network.	Enhanced pedestrian access to Stanley Dock (Everton Stadium)	2023/24	BCR: 1.8; £5m of monetised benefits	3
Southport Eastern Access	The eastern side of the town is the critical gateway for visitors to Southport travelling to the seafront and for local communities in accessing employment, services and transport links and this investment will support greater and quicker connectivity.	The improvements will increase journey satisfaction for all current users, and support housing growth in the City Region.	The scheme incorporates a package of active travel measures to ensure choice of travel and to help enhance the development of cycle priority measures under our LCWIP.	Enhanced multimodal connectivity to Southport	2023	BCR: 3.6; £39m of monetised benefits	12
Green Bus Corridor 53	The Green Bus Corridor will link Liverpool city centre and Crosby, providing a fast and reliable north-south link between the Maritime Corridor and Liverpool city centre. This will support links to academia and regional/national markets, and expand access to the labour market.	The Green Bus Corridor serves areas of high deprivation in Liverpool and south Sefton, providing a reliable and fast sustainable option to private car and direct links to key centres of opportunity. Further, the enhanced bus link will reduce car use on the corridor, improving air quality and health outcomes.	The delivery of the Green Bus Corridor will significantly enhance the attractiveness of bus travel and encourage modal shift from car. The increased reliability and improved journey times will reduce bus emissions and improve passenger satisfaction.	A Green Bus Corridor with bus priority and enhanced passenger infrastructure	2026	BCR: 2.7; £212m of monetised benefits (3 routes)	30
Total DfT Ask:							57

Scheme Impacts

Value for Money |

Each of our CRSTS schemes delivers Value for Money (VfM), with calculated Benefit Cost Ratios (BCRs) for the high capital funding scenario ranging from 1.8 to 9.9 (Annex H). All but two CRSTS schemes deliver High or Very High VfM.

Broadly, the schemes that focus investment into new and upgraded active travel infrastructure deliver higher BCRs, as a result of their impacts on decongestion, emissions, physical activity and health and wellbeing. This reflects the positive nature of these schemes on some of the key policy priorities in the LCR and nationally, particularly around decarbonisation, local connectivity and health. In our Air Quality Action Plan and longer-term Transport Pipeline we recognise the criticality of active travel schemes in supporting our clean recovery from COVID-19 and in addressing our long-standing health inequalities that hinder transformational change.

We will maximise the VfM of our investment through the delivery of complementary behaviour change programmes such as Liveable Neighbourhoods that will induce behaviour change and mode shift. However, the VfM impacts will differ proportionally depending on the capital funding allocation we receive and an allocation below £792.4m will require us to descope our schemes, with the potential for proportionally lower VfM.

We have given consideration to the long-term uncertainties surrounding COVID-19 recovery and future travel behaviour and the ways in which these uncertainties influence our ability to make robust investment decisions based on sound data. Through the Urban Transport Group, and with reference to the work undertaken by TfN on its Future Travel Scenarios, we are exploring the evidence to better inform our decision making. Although there is still a degree of uncertainty around the timing of patronage recovery for public transport, it is generally considered that there will in future be growth in public transport and active modes trips and that the infrastructure needs to be in place to accommodate those.

Equalities, Social and Distributional Impacts |

The absolute VfM of our programme is fundamental in making sound investment decisions, but it is also critical to consider how the impacts of our investment will differ across local communities and ensure that there is no unlawful discrimination or particularly significant adverse impacts on any of the protected characteristic groups. The Social Impact Assessment carried out for our CRSTS programme (Annex K) demonstrates positive impacts on journey quality, physical activity, accessibility, severance and personal affordability, as a result of focused investment into public transport, walking and cycling and into the alleviation of key traffic dominated pinchpoints. The Equalities Impact Assessment (Annex J) shows that, once operational, the proposed schemes will have a positive impact on equalities, especially with regard to improving access to employment, healthcare, education and other services and improving air quality. A full EQIA will be carried out for each scheme at outline design stage. The Distributional Impact Assessment (Annex L) shows positive distributional impacts as a result of the package of CRSTS investment.

Decarbonisation and Climate Change |

Our CRSTS programme is one of our immediate next steps in our journey to net zero carbon by 2040 and our wider programme of strategic infrastructure schemes and complementary behaviour change programmes will maximise mode shift and decarbonisation of the transport network.

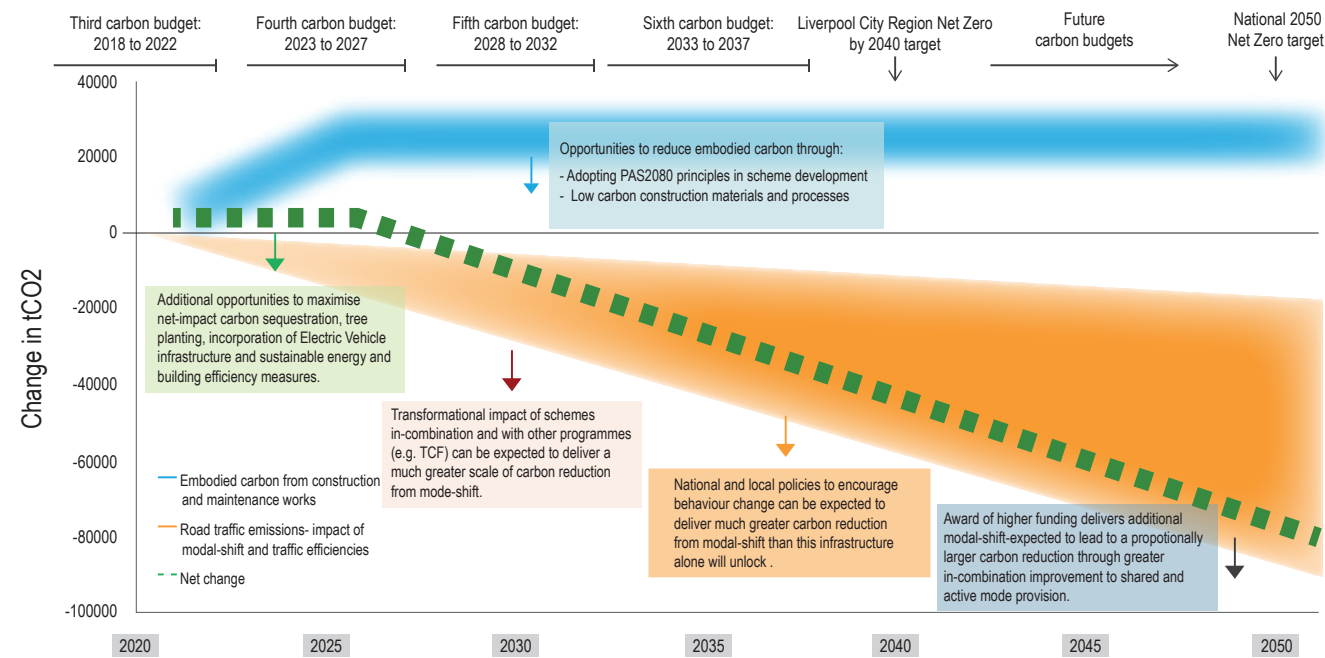
A high-level quantitative assessment of our CRSTS programme estimates a carbon reduction of over 90,000 tCO₂e is likely by 2050 under the low funding scenario. The high funding scenario could increase this to over 170,000 tCO₂e by 2050. These estimates are the sum of schemes in isolation under business as usual assumptions.

This is considered the lower end of possible carbon reduction. In combination with other investment including our BSIP, TCF and wider initiatives such as Liveable Neighbourhoods, our CRSTS programme can have a transformational impact that achieves the mode shift required for a net zero pathway with reference to the UK carbon budgets.

A bottom-up carbon impact review of the investment proposals (Annex I) gives confidence that the schemes proposed support decarbonisation of the transport network in line with the LCR’s forthcoming Climate Action Plan and the city region’s 2040 net zero carbon target:

- All 20 schemes deliver new or upgraded infrastructure for walking, cycling and/or public transport that will facilitate mode shift.
- Bus corridor infrastructure improvements will support the viability of electric and hydrogen buses as part of the BSIP.
- The IPEMU scheme enables the extension of the Merseyrail network through the use of clean fuel technology.
- 11 schemes will alleviate traffic congestion and reduce associated emissions.
- None of the proposed schemes delivers an increase in highway capacity and city centre schemes support a reallocation of road use from private vehicles to buses and active modes.
- All schemes will be coordinated with the Dig Once strategy, which supports key employment sites and greater levels of home working.

Potential cumulative carbon impact compared to a do-nothing scenario:



Alongside our partners, we will make carbon reduction core to scheme development; seeking to maximise the benefits of modal-shift and congestion reduction while mitigating carbon disbenefits from embodied carbon and any adverse traffic impacts. Wider actions to encourage behaviour change will also support greater mode-shift than new infrastructure alone can unlock. This includes the Liveable Neighbourhoods programme that will reduce car dominance and make shared and active modes the clear modes of choice.

Liveable Neighbourhoods

Aligned to our Transport Pipeline and priority CRSTS schemes, we are working with Sustrans and the Freshfield Foundation to develop our Liveable Neighbourhoods concept, which prioritises people over cars. A series of high-quality public places will be created across the City Region that promote walking and cycling and reduce the amount of traffic. Initially, three areas within our CRSTS priority investment corridors will trial the concept, which link directly to our LCWIP Phase 2 and 3 proposals. Sustrans will work directly with local residents, employees and businesses to design improvements to local streets and deliver a comprehensive behaviour change package. Evidence of this commitment is shown in Annex M.

In addition to helping to mitigate against the impacts of climate change, the CRSTS Programme will support adaption to changing climate conditions:

- Maintenance and improvement schemes will improve the resilience of our infrastructure to new climate extremes; reducing disruption and the carbon emissions such events can cause.
- Upgrades to drainage infrastructure, including Sustainable Urban Drainage, will better protect local communities from flood risk.
- Tree-planting, enhanced public realm and improved travel options will make places more liveable and resilient.

Delivery

Track Record |

Our recent track record demonstrates our ability to deliver, not only on time and to budget but also to deliver the planned outcomes and impacts. We have successfully delivered £500m of investment through the SIF, including devolved Local Growth Funding and Transforming Cities Funding.

Merseyrail Rolling Stock

We have invested £500m of non-Treasury money in a brand new fleet of Merseyrail trains, equipped with the latest battery technology to enable them in future to run beyond the end of the existing Merseyrail network without the need to install an additional third rail. The new trains, which were designed in consultation with members of the public, will deliver additional capacity, enhanced passenger journeys with increased on-board digital connectivity, level platform access and links to our wider investment in our bus and active travel networks.

We will apply lessons learnt in previous scheme delivery to our CRSTS programme, as part of our commitment to continuous improvement. In particular, we have learnt the importance of making best use of DfT capacity funding and in the current financial year 21/22, we have topped up our £5.6m allocation to £17m to ensure that each scheme we invest in is robust, viable and meets our vision. We have identified further development funding requirements which will be factored into future LCRCA budget decisions.

Governance, Assurance and Accountability |

The City Region SIF will be used to administer the LCR’s CRSTS funding, which will be ringfenced in a wider single pot that funds a range of cross-sectoral projects that meet city region priorities, integrate social value and help to build communities which are fit for purpose.

All funding administered through the SIF by the Combined Authority as the accountable body is allocated, appraised and monitored in accordance with the LCR National Local Growth Assurance Framework, to manage risk, ensure effective delivery and derive maximum value for money.

The LCRCA Transport Group will manage the delivery of the CRSTS programme centrally and the Assurance Framework outlines clear and transparent procedures for all LCR stakeholders (including the constituent Local Authorities, Merseytravel, the LCR LEP and other key partner agencies) regarding the delivery and spending associated with the SIF.

Each scheme in our CRSTS Programme will be subject to a robust, and independently verified, business case approval process, prior to final determination by the Combined Authority. This process, built upon HM Treasury Green Book principles, including proportionality, involves external independent appraisal and provides assurance that investment and funding decisions are achievable; demonstrate value for money; are aligned with local and national strategies and will deliver the planned outcomes.

SIF Scheme Assurance Process |



- SOBC-OBC-FBC gateway process overseen by a dedicated team
- Key risks & decisions escalated to CA Transport Board

- Dedicated LCRCA Project Manager monitored using SIF Assurance Framework
- Monthly dashboard reporting & board meetings overseen by CRSTS Programme Manager

- Overseen at programme level by LCRCA PMO
- Publishing of results online

All schemes funded through the SIF are subject to enhanced monitoring and evaluation to ensure that the projected outcomes are achieved.

Five Year Funding Settlements

We welcome this opportunity to work with Government to negotiate a five-year transport settlement. This provides us with the funding certainty that is critical to our delivery ambitions: helping us to align our local maintenance and capital investment, coupled with the ability to plan for future years in accordance with the next phases of our Transport Pipeline. We will continue to collaborate with partners and stakeholders to develop our short, medium and long term pipeline. This will continually ensure all of our projects are deliverable, affordable and offer VfM, whilst enabling us to be proactive in responding to ongoing changes in society.

We will complement Government funding with a 21% local funding contribution for the high scenario as detailed in Annex B.

Procurement

The LCRCA Transport Group will oversee the delivery of the CRSTS programme. Projects may be delivered individually or grouped by type or location where this achieves economies of scale and on-time delivery.

It is proposed that the LCRCA central framework, which can also be used by the constituent Local Authorities, be used to appoint suppliers for short-term straightforward schemes that do not require specialist skills. Each Local Authority also has its own framework and term contracts in place locally which can be used to test the market, engage in dialogue and appoint contractors. We have successfully used this strategy in the delivery of our TCF programme, particularly on schemes which have required joint procurement, including our Urban Traffic Management & Control programme and at Hind Street in Birkenhead.

The procurement process will be undertaken in strict accordance with the legislative framework set out in LCRCA's Procurement Strategy and is subject to LCRCA's Procurement Gateway Process.

For each project, our preferred procurement strategy and form of contract will:

Achieve cost certainty;

Minimise further scheme preparation costs;

Allow for contractor experience and input to the construction programme to ensure that it is robust and achievable; and

Allow for contractor input to risk management and mitigation.

Delivery Plan |

The following table summarises our full CRSTS delivery plan in Annex F.

Corridor	Delivery Period						
	2021/22	2022/23	2023/24	2024/25	2025/26	2026/27	Post 2027
LCR-Wide	Development						
		Delivery					
Cross River	Development						
		Delivery					
Mersey Gateway	Development						
		Delivery					
Eastern Gateway	Development						
		Delivery					
Coastal Corridor	Development						
		Delivery					
Monitoring & Evaluation	Base						
		Monitoring, Evaluation & Reporting					

Risk Management |

We have developed a CRSTS Programme Risk Register (Annex G) that identifies all programme-level risks and provides pre and post-mitigation scoring and mitigation measures. This will be maintained as a live register by the Programme Manager throughout delivery, informed by individual scheme-level risk registers. Monthly project control meetings will be held throughout delivery between each Project Team and the Programme Manager to monitor progress, assess risk and monitor spend against budget. As SRO, John Fogarty (Executive Director Corporate Services - LCRCA & Interim Director General - Merseytravel) will hold overall accountability for project delivery, management, risk management and monitoring and evaluation in line with our SIF Assurance Framework. The SRO will report into the monthly CA Transport Portfolio Board.

Monitoring and Evaluation |

We have committed 0.05% of our capital ask for monitoring and evaluation, which is included in the project costs set out in this prospectus.

LCRCA's Evidence, Research and Intelligence Team will be responsible for developing the detailed monitoring and evaluation programme and carrying out evaluation activity. LCRCA's Programme Management Office (PMO) will lead on the timely and robust collection of monitoring data.

Our approach to M&E is aligned to that set out in the Magenta Book, using monitoring as a tool to check progress against planned targets, and through evaluation seek to assess the effectiveness and efficiency of our programmes and whether anticipated benefits are realised.

The monitoring and evaluation objectives for the CRSTS portfolio are to:

- Demonstrate local progress and the extent to which the programme has met delivery milestones and objectives, including lessons learnt.
- Generate evidence on which interventions are the most effective at achieving the objectives and the progress of outcomes and impacts.
- Apply knowledge about what has worked, how and why to inform future projects/investments.

We will develop a series of research questions to frame the monitoring and evaluation programme, structured around the rationale and design of the programme, management and delivery, impacts, value for money and additionality. The questions will enable a full critique of the original intervention logic, covering all aspects of the logic model to understand the extent of change and why.

Based on the research questions, we will develop a series of key metrics that incorporate Government requirements and our own indicators, at both programme and individual project level. These are likely to include metrics such as bus and rail patronage data, cycle count data and measures of wider physical activity levels, journey times, noise, air pollution and economic metrics. These metrics will be collected for the baseline and then at one, three and five years after implementation, to inform evaluation and reporting.

We will apply lessons learnt from TCF in terms of the monitoring, evaluation and reporting, noting that the DfT highlighted our TCF reporting as 'excellent' and shared it with other Mayoral Combined Authorities as an example of good practice.

The collection of predominantly quantitative data will enable us to compare the outcomes with those predicted within the appraisal and, where possible, existing datasets will be used as part of a proportionate approach to minimise additional costs. New data will only be collected where there is a gap crucial to understanding an intervention's effectiveness, e.g. primary research with beneficiaries and stakeholder feedback. This will be triangulated with secondary data analysis to understand change. Throughout delivery, the PMO will also collect data related to spend, programme and project performance, to inform lessons learnt and future delivery practices.



**LIVERPOOL
CITY REGION**
COMBINED AUTHORITY

METRO MAYOR
LIVERPOOL CITY REGION